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# Looking with a Wider View for Better Action

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LEAGUE OF WOMEN VOTERS OF THE BAY AREA



## LOOKING WITH A WIDER VIEW FOR BETTER ACTION

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Looking With a Wider View

POLICY and PROCEDURE for

THE LEAGUE OF WOMEN VOTERS OF THE BAY AREA

Program: Study and Action

LEAGUE ACTION BEGINS WITH STUDY

LWVBA (League of Women Voters of the Bay Area) studies begin with program adoption at the Annual Convention held in even numbered years. Changes in the program in the case of altered conditions may be made as provided in the by-laws. After study, when consensus has been reached among the Leagues, a new position is established which becomes part of the total program on which action is based.

LEAGUE ACTION is designed to carry out the program adopted. This action can include:

- Public appearances before governmental bodies with statements and testimony supporting or opposing specific legislation
- Letters to public officials
- Interviews with public officials
- Releases to the press, radio, TV
- Initiation of legislation

HOW IS LWVBA ACTION TAKEN? - At the regional level, the Board of Directors of LWVBA determines the kind of action and approves plans for action by either the LWVBA Board or in unison with the Bay Area Leagues. If action at the State level is contemplated, prior approval of the State Board must be obtained, or of the State and National Boards when action at the National level is contemplated.

At the local level, the Board of Directors of a League may determine that action is in order within its particular area and may take action after receiving approval from the LWVBA Board. After action is taken, a copy of the statement made or a report on the nature of the action should be sent to the President of LWVBA.

In any case, the critical questions for action plans are:

- \* is the action consistent with the League principle of seeking governmental solutions?
- \* is the action appropriate to our program? (It is League policy to ally ourselves with other organizations only on specific issues)
- \* will LWVBA or the member League be effective?



## HISTORY OF THE LEAGUE OF WOMEN VOTERS OF THE BAY AREA

The League of Women Voters of the Bay Area is one of the oldest organizations dedicated to a regional concept. Its story really begins with the formation of League County Councils in the late '40s and with their concern about gaps and overlapping between city and county services, especially in planning, air pollution, public health, and mental health. However, the first concrete steps toward a regional League organization came as a result of discussions which took place in 1956 concerning transportation problems and proposals for Bay Area rapid transit.

In the hope of being able to take an effective part in the complex decisions to be made regarding rapid transit, the Alameda County Council of Leagues received permission from League of Women Voters of California (LWVC) to call a meeting of Leagues in six counties to consider regional problems and a possible regional organization of Leagues in the Bay Area. On January 10, 1957 the first League meeting concerned with regional affairs took place. Seventeen Leagues sent representatives to discuss the Alameda County Council's proposal and an ad hoc committee was formed. However, only five of the 17 Leagues wished to devote their limited time and womanpower to regional issues. These five Leagues were not geographically distributed throughout the Bay Area. For these reasons, the attempt to form an inter-League organization (ILO) was dropped for the time being.

Some Leagues and individual members continued their efforts to get local Leagues to study regional problems, either through adoption of a state program or through a metropolitan council of Leagues. Local studies of planning, city-county relationships, special districts, and metropolitan problems also stimulated interest.

In February, 1959, representatives of Bay Area Leagues met in San Francisco to try again for an area-wide organization, this time involving Leagues in all nine counties that touch the Bay. A proposed study and scope were prepared for possible adoption by local Leagues at their forthcoming annual meetings. That study was prophetic for all subsequent Bay Area studies, for it was "a study of Bay Area problems and their possible governmental solutions."

An organizational meeting for a Committee on Bay Area Problems was held in May 1959 with 12 of the then 19 Leagues represented. Ten of the 19 Leagues actually participated in the first study; their work was coordinated by a steering committee which met monthly.

By March, 1960 a follow-up study was proposed to local Leagues. It was: "an evaluation of current proposals relating to metropolitan government in the Bay Area" and gave priority to proposals for an association of Bay Area governments (ABAG was formed in 1961), for a proposed Golden Gate authority, and for BART (Bay Area Rapid Transit District), whose plans were leading to bond measures at that time. Also due for examination were regional



planning, recreation, the 1960 Report of the Governor's Commission on Metropolitan Area Problems, and a bill authorizing a tax increase for the Air Pollution Control District which had been established in 1955.

The steering committee, at its meeting in May, 1960, drafted a statement of consensus reached during the first year's study. That statement expressed the need for a regional approach to government in the Bay Area, identified regional problems, and asserted that regional planning was fundamental to the orderly development of the Bay Area. Another step forward came from the fact that, at their respective annual meetings, 10 local Leagues had adopted the study proposed in March.

By the Fall of 1960, agreement had been reached on four criteria for proposed solutions to area wide problems. These were: political responsibility, representation, financing, and effectiveness. In the Spring of 1961, LWVBA adopted a program of support for regional planning, transportation, and air pollution control. The program also indicated support for additional agencies as needed, their eventual consolidation, and for measures to insure that such agencies would be politically responsive, politically representative, and soundly financed.

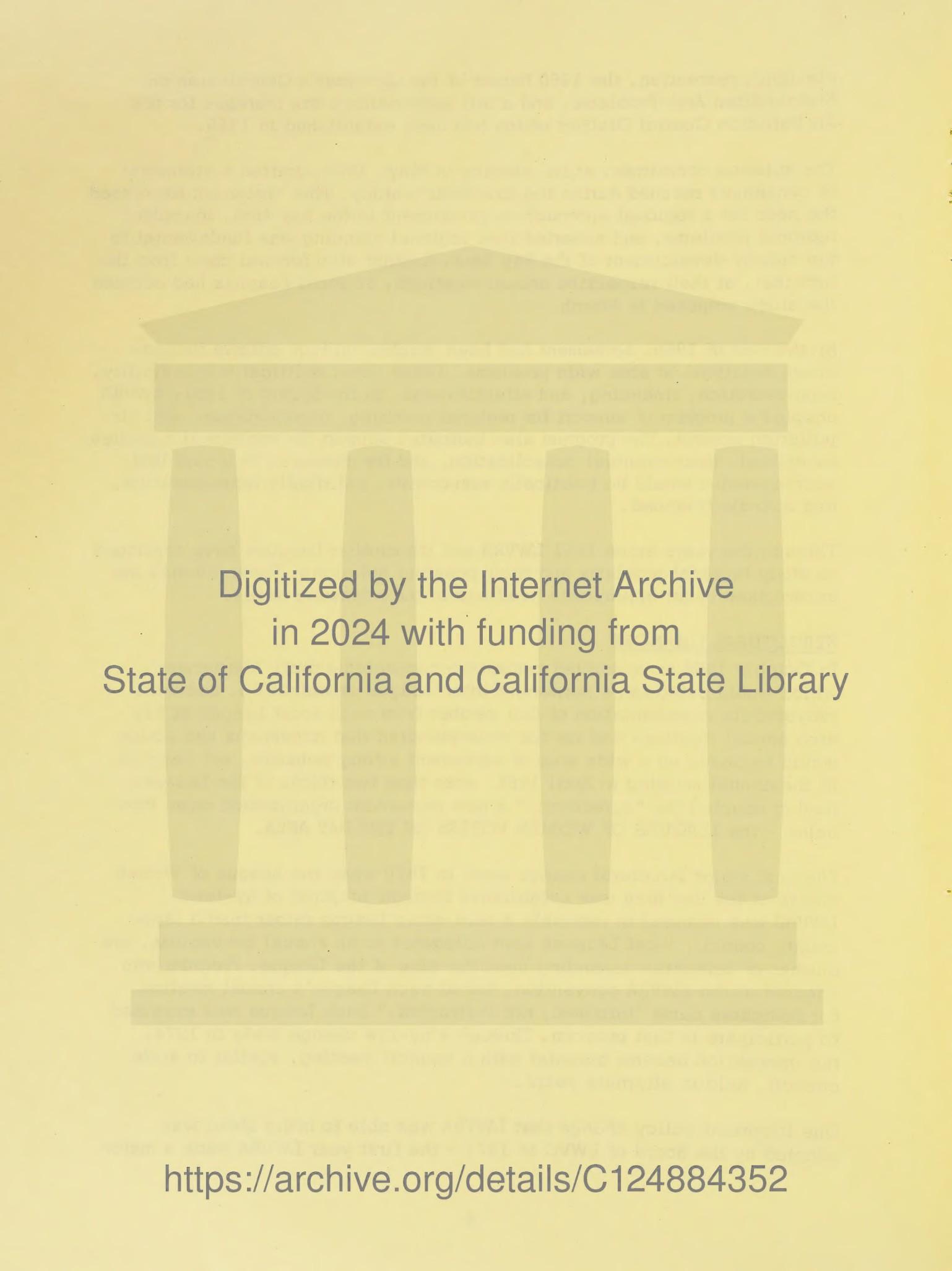
Through the years since 1961 LWVBA and its member Leagues have continued to study regional problems and their possible solutions. These studies are summarized under appropriate headings in the following pages.

#### STRUCTURAL CHANGES

In October 1960 an appointed committee completed a draft "agreement" which would establish a permanent inter-League organization. The draft provided for representation of one member from each local League at Bay Area annual meetings and for the understanding that consensus and action would be based on a wide area of agreement among members, not Leagues. At the annual meeting in April 1961, more than two thirds of the Leagues having adopted the "agreement," a new permanent organization came into being - the LEAGUES OF WOMEN VOTERS OF THE BAY AREA.

The next major structural change came in 1970 when the League of Women Voters of the Bay Area was established through adoption of by-laws. LWVBA was changed to resemble a mini-state League rather than a large county council; local Leagues sent delegates to an annual convention, the number of delegates depending upon the size of the League. Program was adopted at the LWVBA convention, not at each League's annual meeting, for delegates came "informed, not instructed." Each League was expected to participate in that program. Through a by-law change made in 1974, the convention became biennial with a council meeting, similar to state council, held in alternate years.

One important policy change that LWVBA was able to bring about was adopted by the Board of LWVC in 1971 - the first year LWVBA made a major



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push for legislation establishing a regional government. ILOs and local Leagues were given permission to contact other ILOs and local Leagues to ask them to act on state legislation that affected the ILO or League initiating the request. Permission to contact the state legislator of another local League could also be requested.

### STATUS AND RECOGNITION

The efforts to organize a Bay Area League were succeeded by efforts to assure official status in the LWV structure. In 1967 LWVBA was given the privilege of the floor at the LWVC convention. Although this was a step forward, it did give real recognition for the representative was not allowed to give the ILO point of view at critical times. The LWVBA Board of Directors felt the new ILO had been created because it was needed NOT because of "a directive from on high." Board members pointed out that state Leagues were given votes at national conventions because a state point of view is needed; similarly, they argued, an ILO point of view is needed at state conventions. Although this argument was supported by a majority of local League delegates, it did not receive the two thirds vote necessary to change the LWVC by-laws.

With help from LWVC, LWVBA then moved for recognition at the LWWUS Convention in 1970. The attempt was partially successful for ILOs were given recognition, but, again, they did not receive the vote.

Finally, at the 1971 LWVC Convention, LWVC by-laws were amended to permit a vote for each ILO. LWWUS followed suit and, in 1972, ILOs were given a vote at national conventions. At this time the Board of LWWUS adopted criteria for recognition of ILOs. These criteria followed closely those previously adopted by LWVC and, as a result, LWVBA qualified immediately as a recognized ILO.



## REGIONAL GOVERNMENT

It seems only fitting that the first regional study the Bay Area Leagues Steering Committee undertook was: A Study of Bay Area Problems and Their Possible Solutions. This was in the 1959-60 League year.

The rapid growth of the Bay Area during and after World War II posed problems which appeared beyond solution by individual local governments. To meet these regional problems (e.g. air and water pollution, traffic congestion) governmental solutions were sought through annexations, administrative agreements, and State-created special districts. When that first study was initiated there were already six regional or multi-county single purpose governmental agencies plus more than 500 special purpose districts in the nine-county Bay region.

### EARLY STUDIES

Our first regional government study concluded that local solutions are preferable to state-mandated solutions. It also found that most regional problems share certain characteristics:

- \* area too large for one local government to handle
- \* excessive financial burden on a single jurisdiction
- \* problem is shared by area and requires coordination
- \* inequities in standards of service
- \* wasteful duplication of facilities

Further conclusions of that first study illuminated themes that recur again and again in LWVBA studies and positions:

- \* the special districts approach is useful in dealing with area-wide problems if provision is made for cooperation and for eventual consolidation
- \* governing boards of area-wide districts or agencies should be responsive to and representative of local constituent units
- \* regional planning is fundamental to orderly development

Evaluation of current proposals relating to metropolitan government in San Francisco Bay Area was the study for 1960-61. This study sought ways to establish criteria by which to evaluate both (1) proposals for the development of area-wide agencies and (2) methods of representation and financing. The conclusions adopted in May 1961 were:

In order to facilitate the solution of problems affecting all the communities of the Bay Area, the Bay Area Leagues support:

- \* regional planning
- \* improvement of area-wide transportation facilities



- \* effective air pollution control
- \* development of needed area-wide agencies and of measures looking toward the eventual consolidation of existing and future area-wide agencies
- \* governmental participation in advisory agencies established for the discussion of Bay Area problems
- \* measures to insure political responsiveness and equitable representation
- \* sound financing of area-wide agencies

The broad scope of these initial studies and the equally broad findings provided the framework for most of the subsequent studies as members of LWVBA sought to refine and clarify their support positions. In 1965-66 LWVBA looked for ways to evaluate and support plans for development of needed area-wide agencies into a regional, multi-functional mechanism. The study focused on political responsiveness, equitable representation, sound financing, and workable inter-governmental relations. The study concluded that an area-wide government should be formed by law to define, to study, and to implement proposed solutions for regional problems. It was not felt to be sufficient for a regional agency to have power only to plan, it must also have power to implement the plans.

#### CURRENT POSITION

Current proposals relative to regional government were studied in 1969-70 and the following statement, adopted at the annual convention in 1970, constitutes LWVBA's current position:

"Support legislative action to establish a directly elected, multi-purpose regional government for the nine Bay Area counties which would develop and implement a regional plan.

"The regional government should include:

1. Representatives directly elected from newly established, equally apportioned districts.
2. Consolidation of regional agencies
3. Financing by a surtax on personal income tax and other available sources of income, excluding property tax.
4. The following powers and duties -
  - a. Development of a comprehensive regional plan
  - b. Coordination of all regional planning
  - c. Authority to require mandatory compliance in the implementation of the regional plan
  - d. Periodic review of the regional plan
  - e. Mandatory public hearings
  - f. Eminent domain
  - g. Granting and withholding of funds



5. Working relationships to other levels of government with
  - a. Clearly defined areas of responsibility
  - b. Mechanisms for dissemination of information and inter-communication
  - c. Concerted efforts to maintain identity of local governments
  - d. Recognition that authority for specific functions should reside with the appropriate level of government closest to the people."

In 1973 local Leagues modified point 1 above by agreeing that, in order to obtain passage of a regional government bill, LWVBA will support a legislative body that is composed of one half directly elected representatives and one half local officials.

#### ACTION

Having studied regional problems for so many years, LWVBA agreed 1970-72 was the time for Action and Community Education to implement our position. Hundreds of letters and telegrams were sent and statements made. Legislators and city and county officials were lobbied, trips to Sacramento were frequent. Radio and television programs were prepared, speeches were given before other organizations, letters to editors were dispatched. In spite of all these efforts the bills were defeated and regional government continues to have priority as a program item for LWVBA.

In addition to the above endeavors, LWVBA has issued and distributed publications, including Regional Concept; Focus on Emerging Regionalism; Know Your Bay Area; and Decision Makers. We have joined with various organizations to aid regional dialogue in the Bay Area and before the Legislature in Sacramento. Testimony has been given against duplication of services by overlapping regional entities and in support of the regional government concept. LWVBA moderated over and participated in various TV and conference panel discussions by legislators and citizens and worked with legislators and other organizations on proposed regional government legislation. Teacher workshops and courses on regionalism were set up through community college districts. A film was produced on Bay Area regional agencies. LWVBA lobbies to have several agencies included in regional government legislation. Local Leagues have acted as co-sponsors at conferences on regionalism and encouraged participation of county Boards of Supervisors in ABAG (Association of Bay Area Governments).



## REGIONAL PLANNING

LWVBA supports regional planning for all area-wide activities and governmental participation in advisory agencies established to discuss Bay Area problems.

The Regional Plan should:

1. Be based on a regional growth policy
2. Coordinate all regional planning
3. Create an environmental quality favorable to the entire Bay Area, that considers physical and social needs and maintains identity of local governments while requiring mandatory compliance with the regional plan
4. Include as planning elements:
  - a. Environmental quality - air, water, noise
  - b. Transportation - rapid transit, highways, air and sea ports, rail and water transit
  - c. Conservation and development of the Bay and its shoreline
  - d. Parks and open space
  - e. Sewage and waste disposal
  - f. Housing
  - g. Agricultural lands
5. Consider a regional tax base

LWVBA's support for regional planning has evolved over a number of years, beginning with the 1960 consensus that regional planning is fundamental to the orderly development of the Bay Area. That consensus was consolidated into the first position statement which was adopted in May, 1961:

"In order to facilitate the solution of problems affecting all the communities of the Bay Area, the Bay Area Leagues support regional planning. . . . We support the formation of the Association of Bay Area Governments, in the hope that it will provide a forum in which Bay Area problems may be discussed and constructive solutions be advocated. We emphasize that the Association is not in itself a solution, or an alternative to other proposals, but rather a means by which agreement and appropriate action can be facilitated. It should be re-evaluated periodically. We support area-wide planning as an absolute necessity, preferably as a function of a multi-purpose district, or failing that, as the function of an area-wide agency which is designed for cooperation and eventual consolidation with other area-wide agencies."

Our insistence on the need for regional planning was reiterated at the conclusions of studies undertaken in 1965-66 and 1968-70.

Agricultural lands was added to the list of planning elements in May, 1974.



## ACTION

Action taken under this position has included support for the formation of ABAG and for participation by local governments in it and in certain of its committees and studies. Testimony in support of legislative proposals for establishing a regional government has been given over a number of years. LWVBA has worked to have as many as possible of the desired planning elements included in any plan developed by such an agency and has been concerned that there be some implementation powers as well. We have urged that planning done by single-purpose agencies be coordinated with other regional plans.

Until a multi-purpose regional agency is created, we continue to work for coordination of planning efforts between existing agencies and among local, state and national governments. We can urge cooperation of local governments in developing and implementing ABAG's Regional Plan.

## REGIONAL GROWTH POLICY

LWVBA supports a regional growth policy. That policy should:

1. Be developed in close cooperation with all levels of government and with citizen participation.
2. Include the following factors and their inter-relationships:

a. Housing	g. Open space
b. Employment	h. Agricultural lands
c. Transportation	i. Seismic hazards
d. Population distribution	j. Economic factors
e. Environmental quality	k. Land use
f. Parks	
3. Be aided in implementation by regional tax sharing.

This position was developed as a result of the consensus reached during the 1972-74 land use study. It should be useful in responding to, or urging development of, any truly comprehensive regional plan for the San Francisco Bay Area. Growth-inducing and/or distribution aspects of development proposals should be evaluated from a regional perspective. The position also reiterates our interest in regional tax sharing proposals.

## REGIONAL HOUSING

LWVBA supports a regional housing plan. The regional housing plan should:

1. Be developed in cooperation with local governments
2. Be coordinated with city/county plans
3. Provide for public hearings at all levels and guarantee appeal mechanisms



4. Be a part of any comprehensive plan which also includes:
  - a. Employment
  - b. Transportation
  - c. Environmental considerations
  - d. Economic factors, including location of industry, jobs, and tax base
5. Provide for implementation that:
  - a. May be aided by incentives and factors such as
    - 1) Grants
    - 2) Assessments
    - 3) Tax sharing
    - 4) Rehabilitation
    - 5) Regional financial support
    - 6) Regional Housing Development Corporation
    - 7) Urban homesteading
  - b. Includes regional tax sharing
  - c. Is advisory until a directly elected multi-purpose agency, responsive and responsible to a clearly defined constituency, is established and given powers of planning and grant review.

LWVBA first listed housing as one of the elements it wanted to see included in the regional plan in the consensus of May, 1970. The position was expanded after the 1973-74 land use study which focused on human needs, population trends and socio-economic factors in relationship to land use planning.

#### ACTION

Action taken under the position thus far has been the co-sponsorship of a one day conference on housing (Fall, 1974) and testimony in support of ABAG's Regional Housing Plan, Phase 1.

Anticipated future actions include more public education about the Regional Housing Plan and means of implementing it, support of local governments' efforts to meet their "fair share" of the region's housing needs, and monitoring of ABAG's use of its A-95 review powers in connection with Housing and Community Development proposals. Since there are also housing positions at other levels of League structure, we can act as coordinator when necessary, and speak before regional agencies when appropriate on matters of local or state concern.



## ENVIRONMENTAL QUALITY

LWVBA supports regional governmental solutions to environmental pollution which will provide effective air and water quality control and sound regional planning for solid waste management.

Concern over quality of the environment in the San Francisco Bay Area has been both an underlying principle and a unifying thread through almost all phases of LWVBA activity. It was one of the primary factors leading to organization of LWVBA, has been the subject of study in 1959-60, 1960-62, 1966-68, and has been a recurring theme in other studies, e.g. transportation, open space, Bay conservation, regional planning. All of these elements combine into a realization that protection of the environment, land use planning, growth policies impact upon each other and must be considered together. Hence the need for a multi-purpose, regional government.

LWVBA's positions on air quality, water quality, solid waste disposal parallel similar positions adopted by LWVUS and LWVC. Together they also provide background for our support for inclusion of representatives of other governmental agencies on the governing boards of regional agencies.

### AIR QUALITY

To accomplish air quality control we support:

1. Current efforts of the Bay Area Air Pollution Control District (BAAPCD) to prevent and control air pollution
2. Measures which would provide for effective enforcement of air quality standards
3. Encouragement of coordinated efforts by state and regional agencies for control of motor vehicle emissions.

LWVBA studied the structure and financing of the Air Pollution Control District in one of its earliest studies and has continued to keep a close watch on the activities and deliberations of this agency. LWVUS studies have resulted in consensus that all levels of government must share in the control of air pollution, that the U.S. should have the major role in setting standards but that lower levels of government may set higher standards. Furthermore, pollution control is seen as part of the cost of doing business and as a governmental activity in which citizens should play an active role.

### ACTION

LWVBA has written letters and given testimony supporting a tax increase for BAAPCD, endorsing regulation of backyard burning, urging alternative methods of pollution control such as limiting development, encouraging alternatives to use of the private automobile, controlling traffic movement, and favoring development of a regional parking management plan integrated with other regional planning. Most recently, LWVBA has made suggestions



designed to make District policies and procedures more available for citizen in-put.

In addition, through the Transportation Alternatives Project (TAP) which is funded by the U.S. Environmental Protection Agency, LWVBA and local Leagues have helped to alert the public to the dangers from automobile emissions and to the desirability of alternatives to the use of the automobile.

### WATER QUALITY

To accomplish effective water quality control we support:

1. Efforts of the San Francisco Regional Water Quality Control Board to prevent and control water pollution
2. Sound long-range regional planning for domestic sewage and industrial waste disposal
3. Measures to preserve the ecology of the waters of the Bay Area for the good of the public
4. Maintaining proper flushing action in all waters of San Francisco Bay

Here, again, LWVBA, following study, has adopted positions which supplement those of LWVC and LWVUS. LWVC concluded, in the early 1960's, that the California Water Plan merited League support and LWVUS supports the improvement of water quality and the wise use of water resources. Although LWVC no longer supports the state water plan, LWVBA is still concerned to clarify the regional role in planning for water supply and water quality management and to find a basis on which to act at all governmental levels. Hence the consensus given above.

### ACTION

Bay Area Leagues have demonstrated continuing interest in water problems by taking action in various ways. We observe the State-created Regional Water Quality Control Board (whose jurisdiction covers portions of Contra Costa, Alameda, Santa Clara, San Mateo, Marin, Napa, Solano, and Sonoma counties and all of the City and County of San Francisco) and the Bay Area Sewer Services Agency (BASSA) created by the legislature in 1971. We also study and comment on the many studies of Bay Area water problems that have been prepared over the years.

Members have served on citizen committees to consider additional water supply and conveyance facilities. They have reviewed Environmental Impact Reports and supported sewer bonds. They have written letters to and appeared before governmental bodies to protest waste discharges from Federal installations and vessels and to urge strict enforcement of the Porter-Cologne Act which regulates water quality in California. Interest in the



relationship between water supply, growth policies and land use has led local Leagues in Marin and Sonoma counties to become parties to a suit to stop construction of Warm Springs Dam. LWVBA has also encouraged development of ways to reclaim wastewater.

### SOLID WASTE

To provide for solid waste disposal we support:

1. Regional planning for solid waste disposal
2. Consideration in solid waste planning of advanced methods of treatment and disposal.

LWVBA became interested in the disposal of solid wastes because traditional methods of disposal at land fills along the Bay shore were seen as a threat to the Bay and as wasteful of natural resources. The original 1968 consensus was re-affirmed in 1972 when a question regarding the regional role in solid waste management in the Bay Area was appended to a study conducted by LWWUS.

### ACTION

Action has included a statement by LWV Hayward opposing a zoning change that would permit land fill for refuse disposal on the shoreline of the Bay (1971). LWVBA has appeared before East Bay Municipal Utility District urging regional planning for solid waste disposal, recycling, and a pilot project on disposal (1972), and has supported the Bay Delta Resource Recovery demonstration of composing waste to reinforce the Delta islands.



## LAND USE

LWVBA supports measures that insure adequate parks and open space and protection of agricultural lands.

This position on land use is the summation of positions adopted at the conclusion of studies conducted in 1963-64, 1965, and 1973-74. In the 63-64 study, members directed their attention to land use "with focus on parks, open space and shorelines" out of an increasing awareness of the necessity to balance demands for development against the need to protect and enhance the environmental quality of the Bay Area. They realized then, and continue to demonstrate that realization today, that open space (whether it be parks, undeveloped lands, or the waters of the Bay) is essential if we are to ensure opportunities for recreation, abate the mental and emotional problems that develop from over-crowding and spreading urbanization, protect the economic and industrial activities that depend on the existence and quality of Bay waters, and avoid further damage to our climate, air and water.

Because planning for land use must, according to the consensus reached in 1965, be a regional function if it is to be effective, land use has been closely tied to LWVBA positions and action concerning REGIONAL PLANNING and REGIONAL GOVERNMENT. It also has a close relationship to the position on TRANSPORTATION, as well as to some aspects of ENVIRONMENTAL QUALITY, since planning for one type of land use must affect others.

At the conclusion of the 1973-74 study of regional planning and land use, the position was enlarged to include agricultural lands. This explicit reference reflects members' continuing concern for preservation of parks and open space per se but also demonstrates their concern to protect lands that are a source of food supplies.

### ACTION

Action under the land use position has fallen into four basic categories: parks, open space, land use planning, and the Bay. Action in the form of letters and public statements by LWVBA and local Leagues has urged, for example, expansion and enhancement of Point Reyes National Seashore, support for the proposed formation of a wildlife refuge on San Francisco Bay, formation of park districts in certain counties, and legislation that would augment local funds for purchase of parks and open space.

Currently (Spring, 1975) LWVBA is party in the Apperson Ridge suit. At the request of the Fremont and Livermore-Amador Valley Leagues, LWVBA joined with the Sierra Club and others to try to prevent commercial development of an area which has been designated agricultural in the Alameda County General Plan. In the past LWVBA and LWV San Francisco protested against quarrying activities in this same area so the current litigation may be seen as yet another chapter in a continuing story.



Several letters and statements relating to regional government have reiterated our conviction that planning for parks and open space must be regional in scope. Marin Leagues utilized this land use position to urge U.S. officials to include public transit in the planning for Point Reyes. Local Leagues have also utilized the position as the basis for action supporting agricultural preserves (Napa), opposing signs on country roads (Alameda County Council), and protesting transmission towers in parks (Diablo Valley).

It seems clear that the land use position will continue to be utilized by LWVBA and local Leagues as they work to enhance their environment through establishment of park districts, protection of existing parks and open space, preservation of agricultural lands from further diminution, and as they persevere in the work of protecting San Francisco Bay.

#### BAY CONSERVATION AND DEVELOPMENT

Support measures for conservation and development of San Francisco Bay and to enhance and preserve the Bay and its shoreline. To accomplish this goal, we support:

1. The concepts of the Bay Conservation and Development Commission (BCDC) plan.
  - a. The jurisdiction of BCDC over regulation of shoreline areas such as tidelands, marshlands, and salt ponds.
  - b. Development of facilities for recreational activities on the Bay.
  - c. Preservation of open space and development of parks along the shoreline.
  - d. Maximum feasible public access to the Bay along the shoreline.
2. Measures to legally ensure BCDC's regulatory powers, including the power of eminent domain.
3. Continuation of the BCDC until or unless its functions are incorporated into a multi-functional regional organization.

#### 1960's

Worried about the indiscriminate filling along the Bay's shoreline, the League undertook a Bay fill study in 1963-64. Consensus adopted in 1964 supported "a moratorium on Bay fill until a regional plan is achieved." LWVBA testified, in November, 1964, before the SF Bay Study Commission saying that there was diverse interest in the Bay, that a strong master plan was needed plus a review board to limit Bay fill projects, that a governmental instrument should be established. LWVBA actively supported the McAteer-Petris Act which established BCDC in 1965. In the next few years LWVBA spoke against proposals to weaken BCDC by excluding areas from its jurisdiction. In the Spring of 1968 a call to action supported the Miller bill to give BCDC powers to control Bay fill for the life of the Commission.



According to the McAteer-Petris Act, BCDC was to draw up a regional plan, present it to the legislature in early 1969 and then disband. In February 1969, LWVBA agreed to cooperate with the Citizen's Alliance to Save San Francisco Bay and supported a bill to extend the powers of BCDC until a permanent commission could be established. LWVBA and the local Leagues spent the Spring testifying, circulating petitions, writing letters. One novel aspect of the letter writing campaign was the letters sent to local Leagues all over California asking their support for BCDC.

At the same time (Spring 1969) the LWVBA Board took steps to clarify our position on the Bay and adopted the current position given above. Prior to that May 1969 Board decision, LWVBA action had been based on a combination of positions, including those on regional planning and regional government. This clarification was subsequently affirmed by the local Leagues and their members.

#### ACTION

During the '60s and early '70s local Leagues testified regularly before BCDC regarding specific proposals for fill in the area of their jurisdiction, specifically San Leandro Bay, Richardson Bay and the San Francisco shoreline. LWVBA opposed such projects as the Ferry Port Plaza and wrote letters to Federal agencies, including the Navy, requesting a hearing on proposed fill at Alameda Naval Air Station. In February, 1971, LWVBA spoke before BCDC opposing "adoption at this time of Bay Plan amendments to expand permissible uses of the public shoreline areas."



## TRANSPORTATION

LWVBA supports regional transportation planning which will coordinate transportation agencies in the Bay Area in order to provide an areawide transportation network. We support:

1. Development of an area-wide transportation network that is flexible, balanced, coordinated and primarily publicly financed; this should include rapid mass transit, good feeder services and innovative modes according to the needs of the area.
2. The following criteria for evaluating transportation methods:
  - a. Good scheduling - frequent, coordinated, accessible
  - b. Flexibility - route location, scheduling
  - c. Safety - personal security, mechanical safety
  - d. Consideration of environmental impact - noise, air pollution, land use, esthetics
  - e. Coordination with land use planning
  - f. Reasonable fares
  - g. Planning for human needs - physical, social, economic
3. The Metropolitan Transportation Commission is a tool to achieve:
  - a. Regional transportation planning and coordination of transportation agencies in the Bay Area
  - b. Education of the public to increase awareness of the Commission and its planning efforts
4. The eventual consolidation of MTC with a regional government
5. Incentives for use of alternatives to the automobile by:
  - a. Providing good, fast, convenient public transportation
  - b. Educating the public
  - c. Encouraging the use of bicycles
  - d. Charging low fares
6. Disincentives for use of the automobile:
  - a. Tax second automobile
  - b. Restrict or prohibit parking in core center of major cities
7. Financing by:
  - a. Redistribution of transportation taxes at the federal, state and local level, such as U.S. Highway Trust Fund, gas tax, gas sales tax, automobile registration fees (especially for second automobile)
  - b. Other federal sources
  - c. Sources other than the property tax unless it is the best solution to an overriding need.

### ACTION

Based on the 1962 LWVBA consensus (support improvement of area-wide transportation facilities), Leagues supported the formation of BARTD and campaigned in favor of the bond issue to finance BART.



Since the adoption of the 1972 transportation position, LWVBA and/or local Leagues have:

- Supported efforts to use gas tax funds for public transit
- Supported efforts to obtain federal funds for mass transit
- Supported the use of Federal Aid to Urban Systems discretionary funds for transit
- Supported taxes on transportation-related sources (such as bridge tolls, tax on second cars) to provide more money for transit
- Supported regional planning and MTC as the decision-making agency when the project has regional significance (SP terminal and Dumbarton Bridge)
- Supported formation of local transit districts
- Recommended procedures for public participation in transportation planning
- Supported Indirect-Sources regulations and Transportation Control Plan to reduce air pollution due to auto emissions
- Participated in public information program on relation of air quality to transportation (Transportation Alternatives Project - contract with EPA)
- Supported amendments to the regional transportation plan that strengthened plan and expressed LWVBA position on transit, bikeways, air quality and discretionary funding

In addition to LWVBA transportation position, see Air Quality and LWVUS-LWVC transportation positions (LWVC - January 1973).

Action in transportation such as opposition to Southern Crossing Bridge has also been based on other regional positions.



The League of Women Voters of the Bay Area is an I L O (Inter-League-Organization) composed of members of the League of Women Voters of the United States who are enrolled in recognized local Leagues in the nine Bay Area counties.

Its purpose is to increase the knowledge and effectiveness of the local Leagues in the field of area wide government and to coordinate League work on the metropolitan area level.

This handbook presents the history of LWVBA, its studies and its support positions.

First published in 1968

Revised in 1971

Revised in 1975

THE LEAGUE OF WOMEN VOTERS OF THE BAY AREA





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